

**MARIN COUNTY CONGESTION MANAGEMENT AGENCY,
MARIN COUNTY BOARD OF SUPERVISORS, AND MARIN COUNTY TRANSIT DISTRICT
JOINT COMMITTEE MEETING MINUTES**

Thursday, May 22, 2003

Marin County Board of Supervisors Chambers, San Rafael, California

Representatives Present: Amy Belser, Sausalito City Council
Al Boro, San Rafael City Council
Peter Breen, San Anselmo Town Council
Mike DiGiorgio, Novato City Council
Frank Egger, Fairfax Town Council (arrived at 7:45PM)
Alice Fredericks, Tiburon Town Council
Barbara Heller, Marin County Transit District
Steve Kinsey, Marin County Board of Supervisors
Michael Lappert, Corte Madera Town Council
Joan Lundstrom, Larkspur City Council
Cynthia Murray, Marin County Board of Supervisors
Annette Rose, Marin County Board of Supervisors
Bruce Sams, Belvedere City Council
Dick Swanson, Mill Valley City Council

Representatives Absent: Susan Adams, Marin County Board of Supervisors
Hal Brown, Marin County Board of Supervisors
Tom Byrnes, Ross Town Council

Staff Members Present: Farhad Mansourian, CMA Executive Director
Art Brook, CMA Deputy Executive Director
Craig Tackabery, Assistant Director, DPW
Dean Powell, Principal Transportation Planner, Marin County DPW
Jack Baker, Senior Civil Engineer, Marin County DPW
Tho Do, Associate Civil Engineer, Marin County DPW
Berenice Davidson, Assistant Engineer, Marin County DPW
Patricia Howell, Recording Secretary

Chairman Kinsey called the joint committee meeting to order at 7:34 PM.

1. BOARD/AGENCY MEMBER MATTERS NOT ON THE AGENDA

Chairman Kinsey thanked Craig Tackabery, Supervisor Rose and Agency Member Lundstrom for their efforts to work with, and obtain necessary approvals from, BCDC for the second phase of the Marin 101 HOV Lane Gap Closure project.

2. APPROVAL OF JOINT COMMITTEE MINUTES OF APRIL 24, 2003 MEETING

On behalf of Supervisor Adams, Executive Director Mansourian proposed a minor wording change to the last paragraph on page 2 to further clarify that all four draft Expenditure Plan elements being considered could include bike and pedestrian projects and programs.

M/s DiGiorgio/Lundstrom to adopt the draft minutes, as amended by Executive Director Mansourian at Supervisor Adams' request. Motion passed 11/0/2 (Agency Members Boro and Sams abstaining due to non-attendance; Supervisors Adams and Brown and the representatives from Fairfax and Ross not present).

3. EXECUTIVE DIRECTOR'S REPORT

Executive Director Mansourian gave a report the proposed State budget's impacts on transportation funding sources, including the status of Proposition 42 and TCRP funded projects, including the Marin 101 HOV Lane Gap Closure project, SMART, and the Marin-Sonoma Narrows project.

Staff presented two legal memoranda from County Counsel that address legal issues surrounding the creation of a new Marin County Transportation Improvement Authority. After a brief discussion, it was the general sense of the joint committee to create a Transportation Improvement Authority and continue going forward with development of an expenditure plan by November.

Assistant Director Craig Tackabery presented information on the timeline for the Marin 101 HOV Lane Gap Closure project, describing the various phases and construction segments and highlighting the anticipated start and finish dates for each phase.

4. REPORTS FROM SUBCOMMITTEES

Sonoma-Marín Narrows Policy Advisory Group

Chairman Kinsey announced that there is nothing to report because the Policy Advisory Group has not met recently.

SMART

Supervisor Rose gave a brief report about station planning activities, including discussions about the disposition of the historic downtown Novato rail station site.

5. CO-SPONSORSHIP OF BAY AREA TRANSPORTATION 2030 SUMMIT

After a brief discussion, it was M/s DiGiorgio/Murray, and passed unanimously by those present, to approve co-sponsorship of the Bay Area Transportation 2030 Summit. Motion passed 14/0 (Supervisors Adams and Brown and the representative from Ross not present).

6. TRANSPORTATION SALES TAX EXPENDITURE PLAN – COMMUNITY ADVISORY COMMITTEES APPOINTMENTS, GUIDELINES AND TASKS

Chairman Kinsey gave a brief report from the Executive Committee meeting held May 21, stating that four sub-areas of urbanized Marin would participate fully in the Community Advisory Committee process: Southern Marin, Central Marin, Ross Valley, and Northern Marin. West Marin would participate through a one-time community forum or workshop.

Principal Transportation Planner Powell gave a report on the status of the Community Advisory Committees (CACs) appointment process and related issues, mentioning that a dozen applications had been submitted to County and various towns and cities were also receiving

applications. At the request of staff, Chairman Kinsey confirmed that all applications should be submitted by the end of May to provide adequate time for the Chairman to make appointments.

After a lengthy discussion on the purpose, responsibilities, work program, and schedule of the CACs, the Chairman confirmed the sense of the joint committee that the purpose and work program of the CACs should: focus on education and reaching out to communities; result in informing CACs on the direction of the CMA and allowing responses for consideration in a joint workshop in October; provide specificity on the Local Return element and coordination between communities; and encourage identification of specific priorities in other elements. Staff was directed to revise the CACs purpose and responsibilities handout, as well as the work program and schedule.

7. TRANSPORTATION SALES TAX EXPENDITURE PLAN – GUIDELINES FOR LOCAL ROADS ELEMENT AND SCHOOL CONGESTION RELIEF MEASURES ELEMENT

Craig Tackabery, Assistant Director, presented the Local Roads staff report, stating that the Marin Public Works Association (MPWA) has discussed potential guidelines for the Local Roads element, identified a list of significant roadways, and suggested annual funding for each community.

The joint committee heard from members of the MPWA, who asked that at least 35% of sales tax revenues be devoted to local streets and roads, with 50% of that to be used on roadways of countywide significance.

Public comments included: requests that specific local roads be targeted and/or included in the recommended list; priorities should be identified since the road list is long and funding limited; road projects should be cost effective and reduce congestion; bike/pedestrian access should be accommodated whenever feasible in road projects; and school access projects should be a priority.

After a discussion on setting priorities and process, funding allocations for roads of countywide significance versus other roads, and clarification that State highways should not be included on the list, the Chairman confirmed the sense of the joint committee that the list of roads should be a list of roads of countywide significance and also should identify up to a dozen “show-case” projects based on criteria, such as: congestion reduction, roads needing the most maintenance, equity, and volume of traffic handled. It was confirmed that MPWA Directors should review priorities every two years to maintain flexibility if conditions change over time. The MPWA Directors were asked also to develop criteria to address accommodation of bicycle and pedestrian access, where feasible.

Bonnie Nelson, Nelson/Nygaard Consultants, made a presentation regarding the School Congestion Relief Measures Element, including such programs as Safe Routes to Schools (SR2S), capital funds for safety improvements around schools, a countywide crossing guard program, school bus service, and a “school pool” program.

Public comment strongly supported keeping and developing the SR2S program.

After a discussion which clarified that this element should be referred to as the “School Access element” and that funds here would be well spent since 20% of the morning traffic was school related, the Chairman acknowledged a study prepared by the Marin County Bicycle Coalition concerning how to integrate bicycle and pedestrian projects

into the draft Expenditure Plan elements and stated that this item would be brought back as an action item next month.

8. TRANSPORTATION SALES TAX EXPENDITURE PLAN – GUIDELINES FOR LOCAL RETURN

Assistant Director Tackabery presented the staff report, which discussed how to distribute Local Return funds.

Public comments included: a request to reinstate a CMA Technical Advisory Committee of community leaders in order to sell the tax plan to voters; and a request to consider cost effectiveness as the major criterion for projects.

After a brief discussion on Local Return fund distribution, it was M/s Rose/DiGiorgio, and passed unanimously by those present, to support using a fund distribution formula based on 50% population/50% road miles.

After a brief discussion, it was M/S Lappert/Lundstrom, and passed unanimously of those present, to adopt guidelines for Local Return project eligibility, using the following language: “To plan, build, maintain, and operate projects that improve mobility, reduce congestion, and enhance safety.”

9. TRANSPORTATION SALES TAX EXPENDITURE PLAN – PRELIMINARY PERCENTILE RANGES FOR EACH PLAN ELEMENT

Principal Transportation Planner Powell made a PowerPoint presentation, referring to illustrative examples of possible allocations for the four elements of the draft Expenditure Plan.

Discussion ensued regarding the percentage range of the different elements and how best to package it for voter approval. Comments included: priority should be given to the Local Transit element; elements other than Local Transit are difficult to plan around until Local Transit issues are better understood, including the service reductions being contemplated by Golden Gate Transit; paratransit must be kept afloat for seniors; and Local Streets and Roads should allocate a portion of funds to roads of countywide significance.

Agency Member DiGiorgio left the meeting at 10:00 PM.

Public comments included: 20% of the sales tax revenues should be allocated to the School Access element as a good investment; cost effectiveness of providing public transit should be considered; the purpose of an Expenditure Plan should be to reduce congestion, not just pass a sales tax; and bus transit should be emphasized.

The Chairman requested that the Agency Members review the Local Transit and the Local Streets and Roads elements before the next meeting.

10. OPEN TIME FOR ITEMS NOT ON THE AGENDA

Public comment was made that the CMA should focus on the bus transit crisis and seriously consider rail transit.

Chairman Kinsey adjourned the joint committee meeting at 10:14 PM.

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Chairman Kinsey called the CMA meeting to order at 10:15 PM.

11. AGENCY DIRECTOR MATTERS NOT ON THE AGENDA

None.

12. APPROVAL OF CMA AND CWPA MINUTES OF APRIL 24, 2003 MEETING

M/s Breen/Lundstrom, and passed unanimously of those present, to adopt the draft minutes. Motion passed 8/0/2 (Agency Members Boro and Sams abstaining due to non-attendance; the representatives from Ross and Novato not present).

13. EXECUTIVE DIRECTOR'S REPORT

None.

14. AMEND PRIOR APPROVAL TO USE STIP FUNDS TO GUARANTEE
CONSTRUCTION OF HIGHWAY 101/REDWOOD LANDFILL FLYOVER

M/s Belser/Lundstrom, and passed unanimously of those present, to agree that future STIP funds be used as collateral in an amount not to exceed \$6.5 million to complete the construction of the Highway 101/Landfill Flyover, only in the event the Redwood Sanitary Landfill fails to fulfill its responsibility in the proposed agreement with the Board of Supervisors, subject to the condition that a performance bond of \$6.5 million be provided by the Redwood Sanitary Landfill as set forth in the proposed agreement.

15. SELECTION OF PROJECT STUDY REPORTS FOR 2006 AND 2008 STIP

Assistant Director Tackabery presented recommendations for Project Study Report selection for the 2006 and 2008 STIP cycles and emphasized that the Greenbrae Interchange should have a higher priority due to potential funding from the SB 916 toll bridge revenue legislation.

Public comments included: the PSR selection process was not adequate with too little time for public input and discussion; do not approve the Greenbrae Interchange improvements if the nearby train trestle would be removed; and bicycle access and safety should be considered in the Greenbrae Interchange improvements.

M/s Lundstrom/Belser, to submit the PSR selections to Caltrans and MTC, and to make the Greenbrae Interchange the higher priority. Motion passed 9/1 (Agency Member Egger dissenting; the representatives from Ross and Novato not present).

16. REVIEW PRELIMINARY 2003-04 PROPOSED BUDGET

Executive Director outlined a preliminary CMA budget for FY 2003-04. Agency Member comments included the necessity of an evaluation of consultant efficacy, since 75% of proposed expenditures were going to our consultants; a need for the CMA to first define what was being asked for; and a request to see the prior year's expenditures.

17. OPEN TIME FOR ITEMS NOT ON THE AGENDA

Public comment was made that it was a shame the CMA did not anticipate the bus transit crisis better.

Chairman Kinsey adjourned the CMA meeting at 10:36 PM.